

AERONAUTICAL TELECOMMUNICATION NETWORK PANEL

Working Group Meetings

18-29 January 1999

Honolulu, Hawaii, USA

An Update from the Panel Secretary

1. Introduction

1.1 This paper provides an update of recent development in ICAO (since the last round of working group meetings in Bordeaux, France) that are relevant to the work of the ATNP.

2. Changes in Membership

2.1 The Air Navigation Commission (ANC) approved the nomination (by Canada) of Mr Stephen Hiltz to replace Mr Thomas Calow as a member of the Panel on 9 December 1998. Mr Hiltz's address is:

NAV CANADA
77 Metcalf Street
Ottawa, Ontario, Canada K1P 5L6

3. Co-ordination Matters

3.1 All communiques to AMCP (produced at previous meetings) have been forwarded. A response received on sub-network forecast was conveyed to Working Group2. Similarly, a communique received from AMCP Working Group A concerning Connectivity Events in air-ground subnetworks was processed and replied to.

3.2 The communique to Flight Recorder Panel (FLIRECP) concerning the recording of aeronautical data link messages was conveyed to that panel and extensively debated upon in their second meeting held in November 1998. Consequently, FLIRECP/2 agreed to:

- a) note the work of the ATNP;
- b) reconfirm the need to record, in the aircraft, digital communications with ATS; and
- c) inform ATNP that from an accident investigation viewpoint, the data to be recorded should ideally be as close to that displayed to the crew as possible.

It was subsequently recommended that Annex 6 be amended so that starting 1/1/2005, all ATSC (and AOC) data communications be recorded in the aircraft. It is therefore expected that all the necessary recording (both airborne and ground-based) provisions for ATN application messages be fully in place in Annex 10 well before that date. The development of provisions related to recording/archiving of ATN application messages (for inclusion in Annex10, Volume II) is to be progressed by Working Group 1.

3.3 No other communication has been received from other panels.

4. Next Round of Working Group Meetings

4.1 As requested at the last round of working group meetings in Bordeaux, some meeting rooms have been reserved at ICAO headquarters for holding ATNP working group meetings from 17 to 28 May 1999. Further detailed information will be provided if necessary, as there are indication that Mr F Cecere, the Italian ATNP member, will extend an invitation from his organization and the Italian Administration to host the May 1999 meetings in Naples, Italy.

5. Next Panel Meeting (ATNP/3)

5.1 The slot of 7 to 18 February 2000 has been reserved for the third meeting of the Panel. This will be finalized after the Panel has expressed its readiness (ie the material being adequately developed, validated and ready for finalization) and the Air Navigation Commission (ANC) has approved the need, agenda and the dates of the meeting (around third/forth quarter of 1999).

6. 32nd ICAO Assembly

6.1 32nd session of the Assembly of ICAO was held in Montreal in September/October 1999. The Technical Commission of the Assembly proposed an amendment to the a Resolution in force stating ICAO continuing policies and associated practices related specifically to air navigation. The amendment, which was later incorporated in Resolution A32-14 by the plenary session of the Assembly, involves the formulation and amendment of SARPs and PANS and is reproduced in the Appendix to this paper. Panel members and their advisors are invited to take due account of the above-mentioned Assembly Resolution in their work.

6.2 According to the above-mentioned Assembly Resolution, there is a requirement to limit SARPs to broad, stable and mature provisions. Furthermore, work of other recognized standard-making organizations should be duly used in the development of SARPs and referenced in ICAO documentation. However, pending formal advice, such references should be in Notes saying, for example "*Note.- Further information on this subject can be found in Doc.WXYZ published by ABCD Inc.*".

7. Guidance Material

7.1 An electronic copy of the current draft ICAO version of the Comprehensive ATN Manual has been provided to the CCB Chairman. A hard copy is also being brought to the meeting of Working Group 1 by the Panel Secretary. As the draft manual is well into the publication process, any proposed changes should only be to correct technical errors. Such "defect identifications" should be conveyed to the CCB Chairman for further processing, consolidation and submission to the Panel Secretary.

7. Other News

7.1 Material developed by ADSP concerning the accommodation of FANS-1/A equipped aircraft in ATN type of airspace was sent out via a State letter in October 1998. *The Manual of ATS Data Link Applications* (Doc 9694) , also developed by ADSP, is to be published “soon”.

7.2 An ATN/GNSS seminar was held by the ICAO Asia/Pacific Regional Office in Bangkok, Thailand from 14 to 18 December 1998. During the first two days which were devoted to ATN, speakers from ICAO Secretariat, Eurocontrol, FAA, Aerothai and Airservices Australia made presentations on various technical, planning and implementation aspects of the ATN. Over 70 persons from 18 States and 8 organizations attended the seminar. Several feedbacks received indicate that the participants enjoyed the seminar and found it quite useful.

8. Action by the Meetings

8.1 The working group meetings are invited to note the information provided in this paper and consider them, as appropriate, in their deliberations and continuing work.

*** END ***

APPENDIX

**(Extract from the Report of the Technical Commission of Thirty-Second Session of the Assembly -
Now it exists in its entirety as Appendix A to Resolution A32-14)**

**Formulation of Standards and Recommended
Practices (SARPs) and Procedures for
Air Navigation Services (PANS)**

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2. SARPs and PANS shall be amended as necessary to reflect changing requirements and techniques and thus, *inter alia*, to provide a sound basis for regional planning and the provision of facilities and services;

3. subject to the foregoing clause, a high degree of stability in SARPs shall be maintained to enable the Contracting States to maintain stability in their national regulations. To this end amendments shall be limited to those significant to safety, regularity and efficiency, and editorial amendments shall be made only if essential;

4. SARPs and PANS shall be drafted in clear, simple and concise language;. Furthermore, for complex systems, SARPs shall, to the extent possible, consist mainly of broad, mature and stable provisions. For such systems, detailed technical requirements and specifications shall be appendices to Annexes or be placed in separate documents;

5. in the development of SARPs, procedures and guidance material, ICAO should utilize, to the maximum extent appropriate and subject to the adequacy of a verification and validation process, the work of other recognized standards-making organizations. Where deemed appropriate by the Council, material developed by these other standards-making organizations can be referenced in ICAO documentation;

6. to the extent consistent with the requirements of safety and regularity, Standards specifying the provision of facilities and services shall reflect a proper balance between the operational requirements for such facilities and services and the economic implications of providing them;

7. Contracting States shall be consulted on proposals for the amendment of SARPs and PANS before the Council acts on them, except when the Council may deem urgent action to be necessary;. Furthermore, subject to the adequacy of the verification and validation process, detailed technical specifications for complex systems may be acted upon by the Council without consultation with States. Such material shall however be made available to States upon request;

8. the applicability dates of amendments to SARPs and PANS shall be so established as to allow the Contracting States sufficient time for their implementation; and

9. unless exceptional circumstances dictate otherwise, the applicability dates of amendments to Annexes and PANS shall be so established as to avoid the need for Contracting States to amend their national regulations more often than twice per calendar year. In the application of the foregoing, whenever

practicable, any one Annex or PANS document shall not be amended more frequently than once per calendar year.

Appendix (Continued)

Associated practices

1. The Council should ensure that provisions of SARPs and PANS are completely consistent with each other. Furthermore, the Council should endeavour to improve the processing, presentation and usefulness of ICAO documents containing SARPs, PANS and other related provisions, especially for complex systems and their associated applications.

2. Contracting States should comment fully and in detail on the proposals for amendment of SARPs and PANS or at least should express their agreement or disagreement on their substance. They should be allowed at least three months for this purpose. Furthermore, Contracting States should receive at least thirty days of notification of the intended approval or adoption of detailed material on which they are not consulted.

3. Contracting States should be allowed a full three months for notifying disapproval of adopted SARPs amendments; in establishing a date for notifying disapproval the Council should take into account the time needed for transmission of the adopted amendments and for receipt of notifications from States.

4. In the application of the provision in Resolving Clause 8 above, the Council should ensure that, whenever practicable, the interval between successive common applicability dates of amendments to Annexes and PANS is at least six months.

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